



WisDOT/ Wisconsin ATV Association Meeting
Monday, November 15th, 2004
10:00 – 11:30
Madison, WI

People in attendance

Rob McConnell, WATVA
Randy Harden, WATVA-NOHVIS
Casey Newman, WisDOT BOP
Tom Huber, WisDOT BOP
John Kinar, WisDOT BHO

1. Overview of WisDOT's meeting purpose and WisDOT's long-range plan by WisDOT staff:
The meeting began at 10:00. Tom Huber and John Kinar briefly discussed the current state policy related to ATV use. Casey Newman gave an overview of WisDOT's upcoming long-range transportation plan, *Connections 2030* (C2030). WisDOT is currently seeking input on transportation planning issues from stakeholder groups and larger Wisconsin cities. Plan alternatives should be available for public comment in July of 2005. The plan is scheduled to be completed in 2006.
2. Gathering of input from WATVA: Discussion focused on the following issues:
 - a. Status of ATV industry
The numbers of ATV users are up – ATV is now bigger than a sport, it is an industry. WATVA contracted with the Department of Tourism and the UW to develop a “profile” of the typical ATV user. Results show that typical user is older and well educated. In recognition of the increased use, WATVA led an effort to increase the per/mile fee charged by the DNR for trail upkeep.
 - b. Clarification on use of state highway system
WATVA would like to have more insight into the department's decision-making process on ATV requests. Specifically, some categories, reason and rationale for the use of the state system would be greatly appreciated.

WATVA is only interested in using the state system to connect existing recreational trails. They have implemented their own self-enforcement programs to identify problem users. They do not have any interest in becoming a transportation mode – they wish to remain a recreational use.
 - c. Partnership possibilities

WATVA representatives described a partnership arrangement with Jackson County to cross I-94. WATVA was encouraged to identify a short list of potential “hot spots” when the multi-modal corridors are released later this year. That identification process could create a list of potential partnership opportunities.

d. Financing issue

A roadway is considered a “route,” so DNR trail funds cannot be used to maintain that part of the system. If it is considered a “trail” then DNR funds can be used. There may be some opportunities for flexibility on the use of these funds that WATVA, WisDOT, and DNR could pursue.